

1856

Georgian Bay canal.

Arguments in favor of the Ottawa  
and Georgian Bay ship canal.

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ARGUMENTS IN FAVOR

OF THE

OTTAWA AND GEORGIAN BAY

SHIP CANAL;

THE SHORTEST, SAFEST, AND CHEAPEST ROUTE TO THE  
OCEAN FROM THE GREAT WEST,

THROUGH CANADIAN TERRITORY;

AND THE ONLY CERTAIN MEANS OF

REVIVING AND RESTORING THE TRADE

OF UNITED CANADA.



OTTAWA CITY, CANADA WEST. .... 1856.

PRINTED AT OFFICE OF THE OTTAWA CITIZEN.



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At the first meeting of the Municipal Council of the United Counties of Prescott and Russell, held for the present year, at the Court House in L'Original, a petition was presented and unanimously adopted :

“ That a memorial be immediately drawn up and signed by the Warden, to the three branches of the Government, in favour of the Ottawa and Georgian Bay Ship Canal, and that a sum be appropriated to bring the subject, in a pamphlet form, before the public, and that Chas. P. Treadwell, Esq., Sheriff of these United Counties, be requested to compile the same.”

In compliance with the foregoing request, and while offering nothing new of my own, I have selected from various papers letters and leading articles bearing on this most important subject. At the same time it would be an act of great injustice in me not to acknowledge in a special manner the assistance that I have received from James Anderson, Esq., F.R.S.A., at the British Hotel, Ottawa City, from an able communication of his, dated the 23rd inst., as also from several letters, which I introduce, from the *Montreal Gazette*, to whose editors, as well as those of the *Ottawa Citizen*, the *Ottawa Tribune*, the *Monarchist*, and the *Bytown Gazette*, I feel under obligations, for their promptness in responding to this call. I have extracted freely from the same sources, letters of gentlemen who have written on this subject, and who deserve the thanks of the public for the manner in which they have supported the claims of this, the finest Province under the Crown.

CHS. P. TREADWELL.

L'Original, 26th Feby., 1856.

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## INTRODUCTION.

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A loud complaint is at present being made that united Canada has been deprived of her carrying trade—that the St. Lawrence has become a tributary of the States, rather than a Canadian highway; and despite this, they are meditating about adding to these evils by the proposal to open up a canal route from Lake Huron, leading by the City of Toronto, to Lake Ontario, which would serve no better purpose than to become a bountiful feeder to the United States harbours on the south side of Lake Ontario. Instead of remedying, it is clear that this would but aggravate the great evils complained of by the Honourable John Young, M.P.P., and those who agree with him.

But we are not left without a remedy. By opening out the route by the Ottawa, the Mattawa and intervening Lakes, to be continued by French River to Georgian Bay, on Lake Huron, we shall be availing ourselves of the route which nature herself has pointed out as the shortest, the safest and the cheapest over Canadian territory from the Great West to the seaboard. This route will become the great highway, over which the teeming produce of the West must pass to the great marts of the East on this continent, and to the ocean,—thus supplying consumption, both at home and abroad; and, in its westward progress, must pass by the same convenient route, the various manufactures and luxuries derived from the great marts of the East, and from beyond the ocean to supply the illimitable consumption of the West.

Following the example of the United States, Canada should lose no time in adopting over this route the Bonding system, securing the carrying trade thither, and supplying the boundless region of the West in the same manner as the United States at present do Canada from their eastern seaboard. When the present increasing necessities and future capabilities of the mighty West are considered, there can be little difficulty in contemplating the brilliant future that awaits her. It surely cannot be deemed presumption to look for a corresponding improvement in our own, hitherto, too much neglected territory, lying between the Ottawa and the great Lakes of the West.

It is unquestionably the greatest Lumbering District,—the richest in minerals,—and contains, besides, an extent of settlement country, the most easily accessible, the most extensive, and the most central in united Canada, now remaining at the disposal of the Government. May we not then indulge in a confident hope, that its capabilities will be no longer neglected, and that the hour has at length arrived when they will be fully appreciated, and anxiously turned to the best account for the public good.

J. A.

British Hotel,  
Ottawa City, C. W., 27th Feb., 1856. }



## OTTAWA AND GEORGIAN BAY CANAL.

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(*From the Montreal Gazette, Jan. 15th.*)

To-day a meeting of delegates from Quebec and the North-Shore Counties, Montreal, the Ottawa Counties, and the City of Ottawa, to take the subject of international improvements into consideration, will take place at the Board of Trade rooms in this city. We hope to see a large attendance, though the recent heavy storm may prevent many from reaching the city in time to take part in the deliberations of the convention. The subject merits the very gravest consideration, and the end proposed to be obtained, if at all feasible, deserves the most strenuous exertions of the inhabitants of all the districts proposed to be represented in the convention. We publish elsewhere a letter from Mr. Sheriff Treadwell upon the subject.

Our Ottawa friends have been exerting themselves through the medium of their local press and otherwise, to arouse public attention in that part of the country to the necessity for immediate action, and have taken several occasions of urging upon the people of Montreal the immense benefits to accrue to our trade, if the Ottawa navigation is opened up—the probability of the continuous decline of our commerce, unless this line of internal communication be completed. The case is so well argued by a writer in the *Ottawa Tribune*, in an article addressed to the citizens of Montreal, that we subjoin an extract from that article, instead of pursuing the subject ourselves. If these facts cannot be answered by undeniable figures, the construction of the Ottawa Georgian Bay Canal is but a question of time and expence. Montreal can afford to lose no time in bringing about a consummation so devoutly to be wished, nor do we think the Province, having once put its hand to the plough, in the way of Ottawa improvements,—having nearly built the Chats Canal and surveyed the Chaudiere,—should shrink now from incurring the expense. Our opinion is not based upon precise calculations, but we apprehend that it will be found that a navigation by this route for vessels of even 500 or 600 tons, transshipping their cargoes here directly for Liverpool, will enable us to bring much of the produce of the Far West destined for Europe and New England this way.

The following are our Ottawa contemporary's views :—

That the Ottawa River will meet all your requirements the following facts go far to prove, and your serious attention is respectfully requested, because they are not the result of crude or ignorantly digested statesmanship, nor the fancies of keen railway speculators, but the result of the labors of men who do not occupy so prominent positions in the public eye, but whose services, nevertheless, are neither injurious nor doubtful. Foremost amongst those the name of W. E. Logan stands prominent, a man to whose energy

and untiring perseverance Canada is more indebted for the development of her resources than the whole herd of chisellers, and would-be great men.—The difficulty you are called upon to solve as a means of self-preservation and the alternative which has been forced on you by “Wise Legislation,” resolves itself into the simple fact of successful competition for the carrying trade of the Western States, nor is it necessary to show how this will restore your import trade, because if you can secure your natural portion of that trade, the revival of the other must certainly follow. Now, what should be understood by your portion of the Western trade is its total foreign carrying or export traffic, and the way to obtain that is by the opening a short, safe, and direct route to the sea board, one that cannot be tapped by any Wet Ditch, one which no known means of competition can effect, and this can be furnished you by the Ottawa River. It is 1,680 miles to Montreal from Chicago *via* the St. Lawrence and the Lakes; it is 971 miles to Montreal *via* the Ottawa, making a difference of 709 miles in favor of the Ottawa route; Liverpool to Chicago *via* the Ottawa is 3,630 miles, *via* New York and the lakes 4,683, difference nearly 1,053 miles. In fact, by the St. Lawrence and the Lakes, Montreal is a greater distance from Chicago than New York is; one being 1,680 miles, the other 1,621. Men of Montreal, is it necessary to point to you any more advantages? Start two vessels, one for New York and the other for Montreal, supposing the Ottawa opened, the first would not be through the Welland Canal when the other would have arrived at your wharves; here are facts, hard, bare facts, quite as devoid of imagery as the Hon. John Young’s facts, and quite as true. Why neglect a route which offers you such advantages, and which must pass your very doors, for such humbugs as the Caughnawaga Canal, which will be located miles above your city? Nature has placed the embouchure of this river at your doors, and yet you are not satisfied without running after railways, and squabbling about physically impossible location for pet canals. Here is a noble river possessing facilities for inter-oceanic communication not equalled by any other in North America. No real or possible physical obstacles exist to prevent vessels of 1,000 tons burthen passing up it, and the expense of fitting for this traffic will not exceed by more than one half what your Victoria bridge will cost you. The Canals now building on it at the Chats will admit vessels of 600 tons; the expense of those will be so trifling that the additional adaptation for sea-going vessels should not be held back from false notions of economy, in fact, a consideration of the capabilities of this stream would lead to the supposition that the great architect of the universe intended it for the purpose of furnishing access to the Western Lakes.—From Montreal to mouth of French River on Georgian Bay is  $421\frac{1}{2}$  miles, of this 384 miles is open water, leaving  $37\frac{1}{2}$  miles of canalling, and as the river discharges as much water as the Ganges, or probably more, through a narrower channel, the mean hydraulic depth must be greater; including your own Lachine Canal this involves lockage to the height of 571 feet 8 inches, to reach the summit of Lake Nipissing, and  $66\frac{1}{2}$  feet of down lockage on French River. No difficulty is to be apprehended for summit water,

as Lake Nipissing can be made use of. It is needless to point out to you the advantages to be obtained by this route, they are sufficiently obvious, and it is a matter of great regret, indeed, that men like the Hon. Jno. Young should so totally neglect such evident advantages for chimerical projects, the value of which has been previously tried and failed. He opposed the present improvement on this route, because he wanted then, as he said, a general measure for the whole; now the opportunity is before him, the advantages are undeniable, and his advice is, enlarge the accommodation you have been making for your neighbour's use, spend more money on it for their sole advantage, and *it may pay you after a while*. Yes, it will when the stars and stripes float from the citadel on Cape Diamond, but not till then; even if you cannot make a Ship Canal passible for large vessels on the Ottawa, you can centre this carrying trade at Montreal in spite of all competition the Erie Canal can give, because it is quite possible, and no doubt on the matter that canals of dimensions capable of passing vessels of 600 tons can be made, and as you have the advantage over any route of nearly 500 miles as to distance, it is clearly your interest to go in for this Ottawa measure, because it will bring the trade to your doors, and as it involves only one transshipment, and all the other routes involve the same, the advantage will be on your side; when this Canal is built then will be the time to build the Caughnawaga Canal, as via the Ottawa it will place New York and Chicago 150 miles nearer each other than any route in existence, and if the Champlain Canal is enlarged to the Hudson, will involve *no transshipment*.

## THE GEORGIAN BAY AND OTTAWA CANAL.

(TO THE EDITOR OF THE MONTREAL GAZETTE.)

SIR,—A subject, the most important to Canada as well as to the British Empire, is soon to be discussed before the Canadian Legislature: it is the opening up of a Ship Canal from the St. Lawrence to Lake Huron. Two routes have been mentioned, the one by the valley of the Ottawa, the other connecting Lake Huron with Lake Ontario at Toronto. This is the mighty question, and every one, however small his influence, should at the proper time, and in the proper manner, throw it into the right scale. Having been in Europe for a few months during the past year, when the question was first agitated, I may perhaps repeat arguments which have already been adduced by abler pens.

Nearly twenty years since, at the instance of several gentlemen of Bytown, Mr. John McNaughton and myself, explored the route from that place to Lake Nipissing, and were prevented by the lateness of the season from reaching the mouth of French River on Lake Huron. Many persons unacquainted with the natural facilities of this route will be surprised to learn that between Bytown, now Ottawa City, and Lake Huron, to complete a slack water, navigation would not require more than twenty-five miles of excavation, and that the width of the height of land dividing the



water that falls into the Ottawa and those falling into the Lake Nipissing, is less than two miles, and its greatest elevation less than 15 feet above the surface water, and with lakes which will afford an abundant supply of water for the summit level. The advantages which would be secured at this time, when President Pierce is issuing what must be considered a hostile manifesto, should be an unanswerable argument in favour of this line. Although I have an earnest hope, that in this age the chances of war between these two enlightened nations are numbered with the things which are past, still there are agencies at work which have surprised the intelligence of both nations, and what these may effect time only can develop. Another great point is, that the Ottawa route will be 700 miles shorter than any route now open between Chicago, Montreal, Quebec and Liverpool, and more than two hundred miles shorter from Chicago to New York and Boston, than any other route that can be obtained. When the St. Lawrence and Champlain Canal shall be completed, according to an eminent engineer, Dr. Jarvis of New York, it will afford a slack water communication the whole distance except about  $37\frac{1}{2}$  miles of canal.

The opening up of the boundary line between Upper and Lower Canada for some hundred of miles, and going at once into the mining districts of Lake Superior by canal, must be of immense advantage to the province and to the nation at large, and it would at the same time command a large proportion of the carrying trade of the great West. If these advantages are realized they must force railroad and telegraph communication along its border, and there can be no doubt that it would open up a country which in a quarter of a century would contain a larger population than the whole of British America at this time. The construction of dams for slack water navigation would facilitate the conveyance of lumber to market, and form sites for mills and manufactories to an immense extent.

These are some of the advantages which would accrue from a Ship Canal from Montreal to Lake Huron.

If Lower Canada is true to herself, and Upper Canada is at all just, then this great work will be immediately undertaken and carried out. It is highly probable that it would secure the construction of the St. Lawrence and Champlain Canal, possibly they might go on simultaneously, and if immediately completed would, in my opinion, be a profitable investment.

CHS. P. TREADWELL.

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### GEORGIAN BAY CANAL MEETING. Dec/56

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At a meeting of the members of Parliament and others interested in this project, held at the Board of Trade rooms yesterday afternoon, Agar Yielding, Esq., M.P.P. for Ottawa City, was called to the Chair, and Mr. B. Chamberlain requested to act as Secretary. Among those present were the Hon. John Young, M.P.P.; Hon. J. S. McDonald, M.P.P.; and

Messrs. Holton, M. P. P., Dorion, M. P. P., Whitney, M. P. P., Powell, M. P. P., Bellingham, M. P. P., and other gentlemen interested in the project. Letters favorable to the objects of the meeting were handed in from Messrs. Alleyn, M. P. P., Mongenais, M. P. P., Papin, M. P. P., Prevost, M. P. P., Thibaudeau, M. P. P., Casault, M. P. P., Church, M. P. P., and Shaw, M. P. P. ; and others were stated to have expressed themselves favorable to the objects of the meeting.

Mr. BELLINGHAM, M. P. P., in opening the proceedings of the meeting, said it became his duty as having called the meeting to explain how this had been done. He had been requested by the municipal authorities of his county to call together such a Convention, and had accordingly sent letters of invitation to the following Members of Parliament, viz:—Messrs. Yielding, Cook, Lyons, Powell, McCann, Mongenais, Prevost, Dufresne, Dorion, Hon. John Young, L. H. Holton, Alleyn, Turcotte, Papin, D'Aoust, Labelle, Dostaler, Thibaudeau, Casault, Pouliot, Whitney, Ferris, Evanturel, and Marchildon. The members of the press at Montreal, Ottawa, and Quebec, had also been invited to be present, owing to the recent terrible storm, many no doubt were prevented from attending, who were desirous to do so. From some of these, letters had been received (a list of these letters was published yesterday,) and others had verbally stated their entire concurrence in the objects of the meeting. It was understood that all these gentlemen were favorable to a railway from Quebec to Lake Huron, or a canal to connect the waters of the Ottawa with that lake, or both. In the letter received from one of them, Mr. Alleyn, of Quebec, he favored the plan of a grant of waste lands by the Ottawa to a railway company, and declared that, though a general supporter of the present Government, he would unite with any party in the House to urge the imperative claims of these great works upon them, and to enforce them, if necessary. There was no question at all that the route proposed was a much better one for Western producers seeking the sea-board than those artificial ones through the United States, which were now attracting all the traffic from our present public works. Not that there was any positive decrease in their traffic, but a very large comparative decrease when the great increase of the trade itself was considered. If that Western trade had been left to its natural channels, no doubt existed that it would have followed the valleys of the St. Lawrence and the Ottawa. But the people of the United States had, by constructing artificial means of communication, and by means of legislation, diverted it through their own territory. If we would adopt the policy of the United States,—if, by the encouragement of our fisheries and granting aid to steamships, we properly developed our marine ; if by the construction of these internal lines of communication we developed the capabilities of our great rivers and the adjacent country, and fostered their trade by judicious legislation, we might hope to retain the commerce which now seemed deserting us. He believed that by the opening up of the Ottawa the produce of the great grain fields of the West might be brought this way, and the trade of the Lower St. Lawrence developed as it had never been before. But some questions had been raised



as to the practicability of this route, whether there was sufficient head of water for the supply of a canal between Lake Nipissing and Trout Lake or the Ottawa. There were gentlemen present who knew all that country; and he noticed in that morning's *Gazette* a letter from Mr. Sheriff Treadwell, who had travelled through it, and who expressed a belief that there would be only 20 or 25 miles of excavation altogether. Mr. McNaughton, who had spent years in that country as a surveyor, and had gathered a great deal of valuable geographical and geological information, was present, as was Mr. Perry, Civil Engineer, who was also conversant with the nature of the work, and they were prepared to give those present information on these points. If the facts were placed in their true light before the people of Canada, he was satisfied that the Government would be called upon forthwith for a survey of the route, and when that survey was laid before the House, he was sure that either a railway or canal would be pushed forward. The Government would say its hands were tied—that they were bound to their bankers to grant no more pecuniary aid to railways; but they might do as had often been done in the United States, and grant alternate sections of land to a company who would construct this road. With such a grant, capitalists could be found in England to embark their means in the work.—They must have a railway on the north shore from Quebec, as we were to have the St. Lawrence bridged here. In winter it cost ten dollars per ton to bring freight from Boston to Point Levi, and ten pounds from Point Levi to Quebec, except in the occasional seasons when there was an ice bridge.—He proceeded next to speak of this internal communication as a means of defence. Our friends in the United States would perhaps never make war upon us, but Republics were proverbially quarrelsome, and greedy of territory. Now 20 men might dislocate our means of communication with the west, built as they were on the frontier of the country. But nothing but an army could reach the Ottawa to interrupt the communication that way. A previous attempt to construct a railway to Bytown failed because the municipalities of Montreal and Two Mountains, although their Mayors had signed the stock books, refused to issue their bonds. The contractors could not go on without funds, and stopped, be it remembered, just at a time when the Grand Trunk Railway was compelled to apply to Parliament for about £1,000,000 more aid. One of them went to the bottom of the ocean with a good deal of money, and another had ruined his health by his exertions here. He thought the time, however, had come to press upon Government the necessity of pushing on works for the opening up of the Ottawa country.—He had prepared some resolutions which he would lay on the table simply to give a commencement to the business, but was quite willing to adopt any alterations proposed, or have others substituted in their stead.

Mr. DORION said he thought there were very few people in Montreal or Lower Canada who did not desire to see the distance by water communication between the St. Lawrence and Lake Huron shortened, as it would be by several hundred miles, if the canal were found feasible. He thought the representatives of this part of the country would be unanimous in sup-

porting the scheme, if the work could be executed upon reasonable terms. The first step, however, to be taken, was to get the necessary information, the cost, the amount of trade to be accommodated, and the value of the country to be opened up. To secure the unanimous vote of the meeting on this point, it was necessary to act with a view to attain this single end, and not encumber their action by dragging in other matters. If a simple resolution, declaratory of the advantages and importance of the work, and asking the Government for a survey to ascertain the cost, &c., were offered, no objection whatever would be raised to it. He had no objection to the construction of the North-shore railway, if found desirable—that was matter for subsequent consideration, but he thought the Government or Parliament should not be called upon to pledge the credit of the Province without knowing something of the cost.

The Hon. Mr. YOUNG fully concurred with what had fallen from his colleague, Mr. DORION. He desired to urge on a full and complete survey of the Ottawa country, as well as to ascertain the desirableness of a railway or canal. This was no new subject to him. At the time he had a seat in the Government, in his report in 1851, he had affirmed the necessity of such a survey. There was no doubt a canal was practicable, but he was not one of those who thought it could be constructed at a small cost. On the contrary, he believed it would be a very costly work. There would be 600 feet of lockage, making some 64 locks, and these difficulties could not be overcome for a trifling sum. The survey might take three years to complete, but if they did nothing more than ascertain satisfactorily the capabilities of that portion of the Province, that would amply repay the time and money expended on it. Lake Superior was last year connected with Lake Huron by a canal, and immigration was pouring in there. He believed it would be found a country well adapted for settlement, and it was important that a survey should be forthwith made of it. The agitation of the question of the canal may take 7, 8, or 9 years, but if the work were practicable within reasonable cost, it would be carried through at last. There was a trade there with the Northern Territories and States, an immense trade, quite distinct from that of Ohio and Pennsylvania, which sought the shores of Lake Erie, which must seek this outlet and would have it some day. He would most heartily join with those who desired to push on the survey and build the canal if feasible, and thus shorten the distance from Chicago to Montreal some 400 or 500 miles. He believed the survey would shew that a railway could be constructed at a moderate expense by the Ottawa route to the Sault Ste. Marie, and people were prepared to push it on thence to Council Bluffs, and thence eventually to the Pacific coast. Already they have crossed the Missouri to Iowa City with their cars. The United States gave in aid of such railways alternate sections of land along the route; and he believed our own Government would find that the construction of a railway by these means through the Upper Ottawa country, would be the very best means of settling it. In the States they were settling the land as fast as they could lay the rails.

Mr. BELLINGHAM was quite prepared to accept resolutions in accordance with Mr. Young's and Dorion's views in place of his own.

Mr. POWELL had understood the meeting to be properly a caucus of the members of Parliament for Eastern and Central Canada, and the press which took an interest in the development of the resources of the Ottawa Country. He did not expect to hear any one at this time of day question the practicability of the Ottawa Canal. He thought sufficient data and sufficient information were before the public to show that this was a much more direct route from the great grain districts to the seaboard than could be found elsewhere, and that no insurmountable impediment existed to prevent it from being opened up. A great mistake had been made in the construction of the system of Public Works in Canada. Instead of opening up the heart of the country, the St. Lawrence Canals and the Grand Trunk Railway had been constructed along the frontier. Both as a means of defence and as a commercial route, the most direct route through the heart of the country was the best. A great amount of injustice had been done to the Ottawa and this part of country, for the Ottawa country was the back-bone of Montreal, and anything which retarded its prosperity injured Montreal. The chief trade of this city was drawn thence. The trade from other points was drawn away to Boston and New York. By taking the Public Accounts, it would be found that three millions and a half had been expended on the St. Lawrence and other Canals for Canada West, and for Roads £513,000, while Lower Canada got but £220,000. The government aid to the Grand Trunk Railway was given to each part of the Province alike. But Upper Canada got £730,000 for her Great Western Railway, and £577,000 for her Ontario, Simcoe and Huron Railway, while Lower Canada only got £486,000 for the St. Lawrence and Atlantic, and Ottawa had been unable to get anything at all. There the municipalities were compelled to construct their Railways without a farthing of government aid. The fact was, western interests were prevailing to such an extent in our legislature that it became necessary to combine against it, and he had hoped to meet men here determined to resist them. He was usually a supporter of the present Ministry, but he would give his support to no men who would not do justice to the Ottawa country and Central Canada. It was very fine to quarrel about abstract political questions, to agitate the country about separate schools, and representation by population, but he was prepared to adopt, to a certain extent, the creed once publicly expressed by the present Premier. His politics should be public improvements. This part of the country would be more benefitted by the Public Works now demanded than by success in any mere political objects. He was prepared, as a Member of Parliament, to act upon those views. The reduced plan laying upon the table had been prepared at great pains by Mr. Perry, from Mr. Logan's notes, and he (Mr. Perry) had come at great trouble to give any requisite explanations of it. Any one who would look at a map of the country would see at a glance how great a benefit would



accrue from the opening up of the Ottawa navigation through to Lake Huron. From Quebec to Chicago the distance was as follows *via* Ottawa :

Quebec to Montreal.....	180 miles.
Montreal to French River.....	421 “
French River to Chicago.....	500 “
Total.....	1101 “

From Quebec to Chicago *via* the Lakes, Welland and St. Lawrence Canals :—

Quebec to Montreal.....	180 miles.
Montreal to Welland Canal.....	480 “
Welland Canal.....	28 “
Thence to Chicago.....	1100 “
	1788 “
<i>Via</i> Ottawa.....	1001 “

Difference in favor of Ottawa route..... 787 “

From New York to Chicago *via* Oswego and Welland Canal :—

New York to Albany.....	160 miles.
Albany to Oswego.....	209 “
Oswego to Welland.....	158 “
Welland to Chicago.....	1100 “
Total.....	1627 “

Thus making Quebec *via* the Ottawa 626 miles nearer Chicago than New York, and Montreal 806 miles nearer,

The difference of canalling would be as follows—from Montreal to Chicago :—

St. Lawrence Canals.....	41 miles	27 locks.
Welland.....	28 “	27 “
Total.....	69 “	54 “

From Albany to Chicago :—

Erie Canal.....	209 miles	70 locks.
Welland Canal.....	28 “	27 “
Total.....	237 “	97 “

On the Ottawa route, according to a very careful approximate estimate, the length of canal would be but  $41\frac{1}{2}$  miles, with 68 locks. Although the navigation of the Ottawa was interrupted by frequent rapids, yet there were greater natural facilities for overcoming them than anywhere else. It had a rock bed, which, when once cut through, would never require repairs or dredging, and frequent long reaches of slack deep water existed, some of them like that at the Joachim, 50 to 60 miles in length, where the largest vessels

might now sail. After some further remarks about the necessity of urging the work on, and the apparent apathy displayed in Eastern Canada on the subject, the learned gentleman concluded by saying he would go a little farther than Messrs. Young and Dorion. He desired a resolution to be passed, urging on the survey, and also the immediate enlargement of the St. Anne's Lock and the Grenville and Carillon Canals, and the construction of a Canal around the Chaudiere. Without these things, the present expenditure of money on the Chats Canal would be useless.

Mr. HOLTON would say a few words with regard to the alleged apathy manifested here. He assured the gentleman who had spoken last none existed. The deepest interest was felt by all classes here on the subject and the Board of Trade had already memorialised the government on the subject.—If more people were not there it was because this was in no-wise a public meeting: the public had not been invited to attend. Any doubts about the practicability of the route were with regard to the cost. Everything was possible—and therefore so far practicable; but some works might cost more than the resources of the country or the objects to be gained would justify them in expending on them. This was what they meant by desiring to learn if the scheme were practicable. Mr. Powell had said as a supporter of the government, he would support no government that did not give its assistance to this work; he as voting generally on the other side would say, he would support any government in all necessary and reasonable means for the developement of the resources of the Ottawa valley. He was doubtful, however, how far they should go then. They had no mandate from their constituents to meet there to deliberate upon the concerns of the country. He feared any decision they came to there would be extra-constitutional if not unconstitutional.

Hon. Mr. YOUNG said that so far from apathy being manifested here, Montreal had taken the initiative in bringing this matter before the public five years ago ere any definite agitation of it had commenced upon the Ottawa. With regard to any pledge in favour of any work, he should oppose it until they had complete surveys and estimates. They had made a series of blunders already with their public works. They should take care not to make any more. The Rideau canal locks were of one size; the Grenville and Carillon of another. They had two sizes of locks in the Welland canal, and another size in the St. Lawrence. They should understand what they intended to do—what was necessary to be done, ere they commenced. They had voted £50,000 for the Chats Canal, which would cost four times that money. (Mr. Powell—only £125,000.) They must have ten locks, which should be of 45 feet width. He did not believe these could be built for any such sum. He thought this navigation would be opened up, for every time he went to the west, and he made annual visits there, he was astonished at the immense increase of the trade—a trade which would yet be greater and would require more outlets than the most sanguine of us could now venture to predict.



Mr. PERRY, C.E., being called upon, said the trade of the West naturally divided itself into two portions, that centring at Lake St. Clair and the head of Lake Erie, and that greater trade now centring at Chicago. This latter trade would naturally flow through Lake Michigan, across Lake Huron, and down the Ottawa, if the navigation were opened up. Nor was there any reason why it should not be. When they reflected that the people of New York had spent £4,000,000 to dig out a wet ditch across their whole state, to bring the trade by that route to the seaboard, we should not hesitate about undertaking a work which would cost so much less, and be so much greater when completed. He had heard urged as one of the great difficulties to be overcome, since he came down here, the obstructions in the reach of the river from Carillon to Ottawa City—a distance of 58 miles.—On that point he would read a letter from a pilot many years navigating it, and perfectly acquainted with the channel. It was as follows:—

TEMPLETON, January 12, 1856.

SIR,—In reply to your letter asking for a statement of the obstructions to navigation for vessels drawing ten or twelve feet of water between Bytown and Grenville, I have to inform you that coming from Grenville to Bytown, in the main channel about 450 yards from the mouth of the canal, the water shoals to about 10 to 12 feet for about a quarter of a mile in length, the breadth being over 200 feet, there is a smaller sand shoal on the south side of this channel with not more than 3 feet on it at low water. From thence to the Nation Bay, a distance of 26 miles, a good deep water channel varying from 15 to 4 fathoms. On this part of the route the breadth of the river is from one quarter to three quarters of a mile. From this to entrance of north channel, a distance of four miles, it shoals to 9 or 10 feet water, the shoal being about one third of a mile in length, bottom sandy, width of channel 150 feet; thence on to Ways Bay, a distance of 8 miles, deep water. Main channel from this to Templeton east boundary, a distance of 10 miles, a good channel, deep water all along. Here there is a shoal about one mile in length, with a channel from 150 to 200 feet wide, on which the water is from 4 feet 6 inches to 7 and 9 feet in depth—this is a sand bank. From this to Green's shoals, 4 miles deep water, breadth of  $\frac{3}{4}$  of a mile; then comes a reef of rocks right across the river, depth in the shallowest 5 feet 6 inches; the channel through the reef is about 80 feet wide, the length of the reef is about 100 feet, with rocks projecting at low water on each side of the channel; then deep water for about  $1\frac{1}{2}$  mile; then shoals to  $6\frac{1}{2}$  feet for about  $\frac{1}{2}$  mile of sandy bottom. From this to McNab's shoals is about 3 miles deep water; on McNab's shoals  $5\frac{1}{2}$  to 7 feet water; length of shoal  $\frac{3}{4}$  of a mile, bottom sandy; then very deep water all the way up to landing at Bytown. I suppose the length of excavation required would be about 3 miles through sand, and about 200 feet through rock, some of which feels like boulders at bottom; this includes the whole distance from Grenville to Bytown, and which I consider would be required to afford a navigable channel for a vessel drawing 12 to 15 feet of water through the lowest water: for an average of 2 months of each year I could take a vessel drawing from 12 to 15 feet of water through from Bytown to Grenville without any improvements, save a few lights.

I am, your obedient servant,

J. H. BURKE, Esq.

DANL. WILLIAMS.

Again, with regard to the lower reach, every one knew that a given body of water required the same space through which to flow. There was as much water flowed over the Chaudiere Falls at high water as over the Niagara, and while Lake Ontario was navigable, they would not pretend the Lake of Two Mountains was such an expansion as to render the waters of the Ottawa unnavigable. With regard to the other obstructions, they had only to confine the volume of water within certain limits, and vessels would float over any obstructions they could find upon the river bed. There was no doubt water could be brought from Lake Nipissing into the Ottawa to float any craft; and if the whole distance were excavated, instead of availing themselves of the Matawan and its little lakes, it would be but 70 miles, against 360 of the Erie. The only question was with regard to the size of vessels, and recent improvements in the art of ship-building had shewn that flatter bottomed vessels than were formerly in vogue were equally safe, and gave greater capacity in proportion to the size of the deck. If these improvements were adopted, he believed that, with eight feet of water on the sills of the Ottawa Canal,—which might easily be obtained at no extravagant cost,—they could pass vessels through with 1000 tons burthen from Chicago to Montreal, and thence to sea, if it were thought expedient. Even with but 30 feet beam, and less water, vessels of six hundred tons burthen could be passed through. In addition to the figures given by Mr. Powell he would say, that with the opening up of the Ottawa navigation and the construction of the Champlain and St. Lawrence Canals, New York would be but 1200 miles distant from Chicago, being now over 1600 by water communication, making 400 miles difference. There were 12,000,000 of acres of land fit for settlement lying between the Ottawa and Lake Huron, and surely this was a sufficient political consideration for many in the matter. It has not been settled heretofore, because it was a perfect *cul de sac*, to which one could hardly get at all, and from which he could not send his produce for sale. Again, the lessening of risk and the cost of insurance would be very great. The lake navigation would be very much shortened. Lakes St. Clair and Erie, which were particularly dangerous, would be avoided altogether. A presentment of the Grand Jury of the Northern Circuit Court of Ohio estimated that of 1149 vessels owned by that State at the beginning of the year 344 had been lost in the past season, almost all of them on these two lakes.

Mr. MANAUGHTON, D. P. S., being called on, gave some interesting details about the geology and the agricultural resources of the country. There was a country there yet unsettled, but most of it fit for settlement, larger than Nova Scotia, New Brunswick, and New England taken together—nay, it would take a large portion of the Empire State to make up an equal area. On beyond Lake Superior, again, in the valley of the Saskatchewan and the southern part of the Arthabaska country, was a most fertile country, as large as Prussia, the northernmost part of which was 600 miles south of St. Petersburg. It was capable of supporting many millions of people. When he went over the route from Ottawa to Lake

Nipissing, some 20 years ago, with Sheriff Treadwell, he was struck with the feasibility of canalling it, and subsequent visits had only strengthened his convictions in this regard. We regret that want of space prevents us from giving a more extended report of Mr. McNaughton's remarks. We may mention here that he is the author of a very valuable map of the part of the country about which he spoke, and of which every one interested in the canal scheme should procure a copy.

HON. J. S. MACDONALD next addressed the meeting at some length, but we are compelled for the reason given above to omit the greater portion of his remarks. He occupied a neutral ground with regard to this project, and should always maintain that the St. Lawrence was the legitimate channel for the trade of the West, but he should be more happy to aid in opening up the Ottawa, as he felt it to be but an act of justice to the people of that part of the country who had been neglected by all governments. Before pledging themselves to any particular work they should have an estimate of the cost, and statistics of the trade to be done, and of the country to be opened up. The people of Lower Canada were equally interested with those of the Ottawa in this work, and they should require to unite in the demand that justice should be done them. The Western people were endeavoring to engross all power in their hands, and to dispose of the revenues of the country as suited them. First, they would try to get the seat of government at Toronto, and then try to force representation by population on the rest of the country, and then they would have the people of Central and Eastern Canada at their mercy. This must be resisted. He was glad to see them uniting on this subject and hoped to see petitions showered into Parliament in its favor.

After some further conversation, the following resolutions were passed, and the meeting broke up.

Moved by Mr. W. F. Powell, M. P. P., seconded by Mr. L. H. Holton, M. P. P., and resolved unanimously :

That this meeting, fully impressed with the importance of opening up the River Ottawa as a means of internal communication between the Western Lakes and the tide waters of the St. Lawrence, hereby resolve to use their most strenuous exertions to induce the Government and Legislature to take the necessary steps for the purpose of having detailed surveys made at the earliest period possible in order to ascertain the feasibility and cost of the construction of a Ship Canal and Railway.

It was moved by Hon. Mr. Young, seconded by Mr. Whitney, M. P. P., and unanimously resolved :

That the Secretary be requested to send a copy of the foregoing Resolution to the Municipal authorities of each of the Municipalities, requesting them to co-operate with the Members of Parliament composing the meeting, by memorializing the three branches of the Legislature in favor of the Survey, &c.



Mr. Perry, C. E., and Mr. McNaughton, D. P. S., having given the meeting explanations with regard to the practicability of opening up the water communication and the nature of the country to be opened up, it was

Moved by Hon. John Young, seconded by Mr. Esdaile :

That the thanks of this meeting are due, and are hereby tendered to Messrs. Perry and McNaughton, for the very valuable and interesting information with which they have favoured the meeting.

Mr. Yielding having left the chair, and Mr. Whitney having been called thereto, on motion of Mr. Holton, seconded by Mr. Powell, the thanks of the meeting were voted to Mr. Yielding for his able conduct in the chair, and the meeting adjourned.

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### THE GEORGIAN BAY AND OTTAWA CANAL.

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*To the Hon. Sir Allan N. MacNab, Kt., President of the Executive Council, Minister of Agriculture, &c., &c., &c.*

SIR,—Your high position as President of the Council and Minister of Agriculture, would seem to point to you as the person in this Province to whom the following communication ought to be especially addressed. There are other subjects of vast public importance, which may receive the attention to which they are entitled in due time.

It is wrong to represent Canada to be essentially an agricultural country, for it is notorious that the growth of her principal export (wheat) is confined to a comparatively limited space, when compared with the great States of the West, viz : the upper part of the St. Lawrence, the borders of Lake Ontario, with the peninsula of Niagara and Huron. The best wheat in America is produced on these frontiers, yet her position is more peculiarly adapted to Manufactures and Commerce—and across her intervening territory must pass the immense traffic from the Great West to the East, and the seaboard, and reversely ; and on these will the public attention be ultimately concentrated.

The boundary line of Upper Canada runs through the centre of all the great lakes and their connecting rivers ; so that, starting from Pigeon River, at the western extremity of Lake Superior, you may follow for nearly 1,000 miles the imaginary line which separates Upper Canada from the United States. Pigeon River is 1,900 miles from the Gulph of the St. Lawrence, and 600 feet above the Sea ; and after steaming across Lake Superior to the Sault Ste. Marie Canal, we descend 17 feet through locks, 75 feet by 350, to Lake Huron ; and proceeding onward by the River St. Clair, Lake St. Clair, and the Detroit River to Lake Erie, and on to the mouth of the Welland Canal, where we descend 350 feet through 27 locks, each 150 feet by 26½, to Lake Ontario. From thence by Kingston we pass through the exquisite scenery of the Lake of 1000 Isles ; through the 19 locks of the St. Lawrence Canals, 200 feet by 45, descending

150 feet to the level of the Ottawa. This vast region occupies about 147,000 square miles, and extends over 16 degrees of longitude and 8 of latitude.

If we take latitude  $44^{\circ} 30'$ , tracing the continuation of the parallel through Western Canada, we shall find it to mark the Northern limit of the sedimentary rock, composed of limestone and shale,—to the south of it being stretched out the great agricultural region, distinguished in a remarkable manner for the fertility of its soil, and the adaptation of its climate to the purposes of husbandry.

To the north of  $44^{\circ} 30'$  is a mixed mineral and forest or timber region,—but with millions of acres in the valley of Ottawa and its tributaries, and westward to the great Lakes, capable of yielding a rich harvest to the agriculturist, and of supporting a population, if as densely packed as in the old country, of 80,000,000 souls; and possessing such permanent and inexhaustible sources of wealth and prosperity, as cannot fail to ensure to this district a destiny similar, in most respects, to that of the mother country.

Let us mark well the great advantage of the natural position of this favored, but hitherto comparatively neglected tract. To the north-east lies Eastern Canada,—north-west, the trackless territories of the Hudson's Bay Company. On every other part Western Canada is surrounded by the busy and thriving States of the American Union.

But have we hitherto made the best use of this great advantage of natural position. To our south and west, and north-west, lies a vast producing country, capable of indefinite extension. To the east a vast consuming country, incapable of satiety. We are placed between these extremes, and intended by nature to enjoy the carrying trade of both. And when the east and west fail us, at any time after the improvement of the country, we will be in a better position than our western neighbors at any period of their progress,—being nearer to the great markets abroad. As to our internal improvement, we are capable of increasing 20 fold the products of our forests, farms and mines, and thus do not want almost inexhaustible resources within ourselves, and surrounding our homes.

Let us regard for a moment, the rich mining region along the shores of Lakes Superior and Huron, where we find copper and iron in inexhaustible plenty. It is cheaper to bring the coal of Ohio and Illinois to Chicago, Milwaukee, and Superior Cities, than to carry the ore to the Eastern States, smelt it, manufacture it, and then send it back again to the far West—so that the south side of Lake Superior will contain the population and industry for which it is by nature so remarkably adapted. And then will follow the North,—the great Mineral Region of Western Canada. But look beyond, at Iowa, Minnesota, Wisconsin, and Illinois, and the vast West, and their inexhaustible surplus produce,—incapable of being borne over the heated waters of the gulph stream, without detriment, and impatiently waiting for the shortest, safest, and cheapest route, and mode of transit to the great consuming markets of the East, and the Seaboard, for export to Foreign Lands.



There are no less than 13 railways radiating from Chicago, which has itself increased from 4,479 in 1840, to 83,000 in 15 years. Milwaukee, Green Bay, and the ports of Huron, St. Clair, and Erie, and the whole region round the Great Lakes, are marked by similar progress. The report of Mr. Andrews to the United States Government in 1851, estimated the value of the commerce of the Great Lakes at £8,000,000,—and now, in 1856, it may be safely taken at £100,000,000. So much for the immense trade impatiently waiting for the cheapest, the safest, and the shortest route to the great Eastern markets of consumption, and the Seaboard for exports to foreign markets.

But it should not be forgotten, that a summit ridge has been gained,—that the crest of the dividing ridge, at the head of Petawawee and Matawa, the great tributaries of the Ottawa, give rise to the Muskaka, Magunetawan, and French River, flowing to Lake Huron,—and that a vast supply of lumber is there preparing for its adventurous journey, to supply the naked prairies of the West. This is the commencement of a mighty trade,—enduring as remunerating. From the marts of the East will be derived, besides, the various results of mechanical skill, and the products of the Mother Country, the Sister Colonies, and Foreign climes.

All this is undeniable. I ask then, have we made the best use of the great advantages of our natural position? Have we ever paused to consider it aright in all its bearings? On the one side is a great producing country,—on the other a great consuming country, prepared to forward to the western producer the products of skilled labour, and possessing, with the extension of its foreign trade, inexhaustible resources. Is it not manifest, that the exchange must be made over our territory? Are we not destined by nature to benefit largely by the carrying trade between them? And how is this to be accomplished? By offering both parties, the shortest, the safest, and the cheapest route for the free and unrestrained interchange of their commodities. And how is this shortest, safest, and cheapest route to be obtained?

One of the greatest improvements in this country would be the formation of a Ship Canal along the river, extending from Bout de l'Isle up to the point where the old canoe route stretched across the country by Lake Talon, Trout Lake, Lake Nipissing, and French River to Georgian Bay in Lake Huron. The Government are already in possession of surveys of this line, and much information will be found in Mr. Logan's Report; but not, by any means, sufficient were it acted upon. In fact many improvements and changes for the better are very apparent. A simple statement of these would at once secure a preference in their favor. But, although this great work may have been contemplated as possible, this knowledge could be of very little service to the country until the popular attention had been directed full upon the subject, so as to draw forth the loud and unmistakeable expression of public opinions in its favour, with a positive demand for the execution of the work without any unnecessary delay. When I came up here in Spring, I found all agitation on this mighty national

question had gone to sleep ; and a principal object of my visit was to revive the discussion of a subject which I had introduced to the special notice of the Provincial and British Governments many years ago. I again renewed my correspondence with both Governments, alluding to my previous advocacy of this great national work, and have been so fortunate as to engage the attention of both, with a demand from the British Colonial Office through Government House for a copy of my correspondence regarding the improvements with the latter, to be accompanied by His Excellency the Governor General's remarks appended thereto.

This great improvement would be effected by damming and lockage, with a bold deep cut from Lake Nipissing to the Ottawa, in order to get quit effectually of the superabundant waters of the minor lakes on the route, between Nipissing and the river. The estimated expense of this route, I have ascertained, would amount to £3,000,000 stg., to complete it on the most efficient plan. The gain, the monopolising of the whole trade not passing the Upper Canada routes, formed and to be formed, by Lake Erie side, &c., &c., and through the chain of lakes, thus leading by the city of Ottawa the whole of the West and East local traffic to Montreal, and downwards to the Ocean, for the Eastern markets and abroad, and by Ship Canal, as contemplated, across to Lake Champlain, as a natural consequence. The drawback would be the heavy charge for lockage dues, from the necessary multiplication of lock rates ; yet this would be little in comparison with the Erie Canal line through New York State ; the Ottawa route requiring only 62 locks, viz : 5 ascending and 57 descending, making 3 locks more than in the Welland and St. Lawrence, but leaving us in return 480 miles nearer to the terminus of the trade ; while the Erie needs 88 locks, and the latter passing at present only 75 tons lighters, and when improved to the utmost intended, in 1858, lighters of 220 tons. The proposed Ottawa and Georgian Canal will be made of capacity to pass sea-going craft of 1000 tons burden. There would be a saving of 700 miles of difficult and dangerous lake navigation, thereby shortening the time, and lessening the expense of sending the immense products of the West to the great consuming marts of the East and the seaboard.

The distance from Montreal to Chicago is 1680 miles, *via* St. Lawrence and the lakes ; by the Ottawa 971 miles, making a difference of 709 miles ; Liverpool to Chicago by the Ottawa route 3630 miles, *via* New York and the lakes 4685, difference *via* New York 1055 miles. In fact, by the St. Lawrence, Montreal is at a greater distance from Chicago than New York,—the one being 1680, the other 1621. From Chicago to Montreal by the Ottawa 950 miles, Chicago to Buffalo by the lake 1100 miles ; a vessel reaching Montreal by the first route before she could the Welland Canal, at the head of the Lake Ontario, by the second.

It costs \$6.10 to transport a ton from Chicago to New York by the lakes and Erie Canal route, while the same could be landed at Liverpool by the Ottawa route for \$8, leaving a large margin for profit. It is estimated that an ordinary propeller, drawing 10 feet, and making 8 knots an

hour, would make the voyage in 20 days, and if carrying 1000 tons, would earn £2000 currency ; and deducting £1200 for cost of voyage, risk, interest, &c., and lighterage, tolls, wharfage, warehouse dues, &c., &c., £300, would leave £500 clear as profit on the voyage.

The cost of transporting must come out of the produce in some shape. If the proposed canal should be the means of lessening the freight on a bushel of wheat 5 cents, it would add from 15 to 20 per cent to the value of every farm profiting by such reduction. The merchant, the commercial man, and the farmer, will all benefit together.

The bark *Arabia*, Capt. Percy, arrived at Chicago from Liverpool on the 25th May last, without breaking bulk, by the route of the St. Lawrence Canals, the Welland and the lakes ; and at Chicago, her destination, she had gained an elevation higher than the highest Pyramid of Egypt. Had she passed by the proposed Ottawa route to Lake Huron, she would have saved 900 miles sailing in this voyage. By a judicious system of damming, on a new but simple, and inexpensive, and highly improved, and efficient principle, and as yet known to very few, the Ottawa can be always kept at a level of some feet above its Spring flood pitch.

A few dams would turn the whole river from Joachim to Matawan into a series of lakes ; and any depth of water could be had from Grenville to Deep River by the same means, without doing any great injury to private property. It is to be hoped that the Government will send competent Engineers to examine the river and to report on the facilities presented for the construction of a shipping thoroughfare for the Trade of the West by this route, and report farther on the country between the Montreal River and Lake Huron as to its adaptation for settlement and lumbering purposes, that they may progress simultaneously,—this being, as has already been said elsewhere, *the only extensive tract of settlement country available, and of easy access, now at the disposal of the Government.* It should be particularly observed, that on the Ottawa route there are no engineering difficulties,—that the route may be made available for sea-going vessels at the cost already stated,—that it will shorten the present route between Milwaukie and Montreal 709 miles ; and that it will open up a vast settlement country around the Lakes, and between them and the Ottawa. It is also almost certain that the territory brought into the market by the opening up of this vast settlement tract would speedily pay the expense of this great work. The mining property would increase immensely in value, by bringing the produce so much nearer market. It is estimated that the probable revenue, soon after opening, would amount to £280,000 a-year—over 9 per cent ; but this is far below what may be certainly calculated upon.

*If a portion of the territory to the east of the Matawan were offered to the British for a military settlement for actual settlers, there is every probability that Britain would pay at once for the expense of survey, and aid materially in advancing or guaranteeing the expense of the formation of the proposed Ottawa route, which would be of the*



*greatest benefit, viewing it prospectively in all its results, that ever was, or could possibly be, conferred on Canada.*

I shall return to this subject, and in the meantime have the honor to subscribe myself,

Sir,

Your most obedient and humble servant,

JAMES ANDERSON.

BRITISH HOTEL,  
Ottawa City, C. W., Jan. 19, 1856. }

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### THE GEORGIAN BAY AND OTTAWA CANAL.

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*To the Hon. Sir Allan N. MacNab, Kt., President of the Executive Council, Minister of Agriculture, &c., &c., &c.*

SIR,—I resume the consideration of the scheme which I partially developed in my letter of the 19th inst.

The proposed Ottawa and Georgian Bay Canal will be less expensive in the construction than the proposed line from Georgian Bay or Notawasaga, by Lake Simcoe to Ontario. The saving in distance will be most important, and this may be stated at upwards of 150 miles from point to point. The Erie canals and railways connecting at Toronto would also detract from the value of the Georgian Bay Canal by the latter route, as a feeder of the St. Lawrence and parallel railroad routes. But, besides, the deep cuttings on the Toronto line would, of themselves, be a satisfactory and conclusive argument against its formation ; involving an enormous expense both in the construction and upholding, and at all times, proving a fruitful source of insecurity and accident. It is to be considered, too, that the danger of the lake navigation would not be avoided by the Toronto route, nor the heavy lake insurance, and that it would, in fact, become the feeder of Oswego, Rochester and Ogdensburg, on the American side ; thus actually diverting the trade from the St. Lawrence, rather than making it the great highway through the Canadian waters to its Eastern extremity, affording the traffic of the West, the shortest, the safest, and the cheapest route to the great consuming marts of the East and the Ocean.

And there cannot be a doubt that providing a channel for the travel and traffic to be created by the opening up of the Georgian Bay Canal, by the Ottawa route, would be an invaluable gain to the Province, not only by making available its most accessible settlement country, but passing as it would, through its richest mining and lumbering region, and joining with the American line on the other side of Sault St. Marie, thus receiving the choice of the whole freight from the boundless regions of the West, a benefit would be conferred on Canada of inestimable value ; while the St. Lawrence, with its lakes, canals, and railways, would still have left much more employment than desirable, unless additional facilities were afforded along the route. The traffic of the West is daily increasing, beyond the possibility of providing adequately for its timely transit.

It may be particularly noticed, too, that the great danger of the lakes route would be avoided, and of course, large Insurance premiums. This may well be deemed considerable, when it is stated that out of 1190 American vessels, of all classes, afloat in the lakes in 1854, no fewer than 384 were lost during that year, or near one-third of their whole fleet.

The Ottawa was the route by which Europeans first penetrated the West,—Champlain in 1615, as far as Nipissing; and the Recollet Father, LeCaron, bore the Gospel to the Huron tribes, and was thereafter followed by the Jesuits by same course.

The trade from Lakes Michigan, Huron and Superior, from which the Ottawa is the natural outlet, may, at present, be estimated as follows. But the computation is purposely stated very far below the truth :—

	<i>Value.</i>	<i>Tons.</i>
U. S. District of Mackinaw.....	5,000,000	200,000
Milwaukie.....	24,000,000	1,100,000
Chicago.....	29,800,000	1,120,000

Besides all this there is the large timber trade along the line, the mineral traffic, which is in its infancy, but which must be supplied by the rich and inexhaustible fields along the shores of the upper lakes, along the Ottawa, and between it and the lakes.

This shews \$60,000,000 worth per annum, and nearly 2,500,000 tons of shipping. The prospective estimate for 1861 would be \$153,000,000 and 6,000,000 tons of shipping, making allowance for any railroads impinging on Lake Huron, in the meantime, of 4,000,000 tons of freight. The saving in distance to Montreal by this route, compared with that by Toronto, would be 150 miles, taking the straits of Manitoulin and Cape Hurd as points in common to both routes.

Taking Lake Simcoe for a level, 128 feet above Lake Huron, for the Toronto route; and for the Ottawa, Lake Nipissing, 70 feet above the same lake, the advantage is in favour of the latter. Toronto route must have excavated 10 to 12½ miles at from 100 to 220 feet. Ottawa, 3 miles at 35 feet deep. Toronto cutting through alluvium, gravel, quicksand, some limestone rock, much loam and granite. Toronto line will excavate and lock 481 feet down to lake Ontario, in 25 miles. Ottawa 532 feet to Chats lake in 160 miles; and in the whole line 572, 6 inches up lockages, 66½ down do,—descent 36, 6 inches;—total 70 in 55 miles, from the summit level, by French River downwards to Huron.

From Montreal to mouth of French River in Georgian Bay is 421¼ miles, of which 384 are open water, leaving 37½ of canal. The Toronto line will require generally a wide cut of from 100 to 220 feet; and, after all, will not prevent spouts, clays and quicksands, from producing land slips.—The Ottawa cutting will present 35 feet firm substance, and will not slip or give, in any way.

The Government has already expended £94,371 in constructing the Timber Slides. £11,000 more is required to complete them; but these are, and will be, good investments. And the Canal in course of construction at Lake Chats, will render the navigation from St. Anne to Portage du Fort, a



distance of 154 miles—perfect for vessels of considerable tonnage. I need not here state the radical errors in the construction of the Chats Canal.

Mr. Russell says that, on principles of calculation admitted by persons of experience to be correct, after making deduction for barren ground, and future destruction by fire,—it is estimated that there is still standing on the Ottawa, and its tributaries about 55,811,200 of tons of Timber of the kind and average dimensions now taken to market, and 183,244,800 of smaller size, which, at the present rate of consumption, might last 150 years. This gives the certainty of an extensive East and West growing lumber trade.

#### RAILWAY ROUTE.

The Ship Canal would suffice for the open season and heavy freight. But now to provide for the winter travel, and light goods, immediately required on short notice. The Railway to Pembroke, with a continuation to Lake Huron, already sanctioned, will cross the country in as direct a line as the easiest levels will permit of, to Sault St. Marie, joining with the proposed American line on the opposite side. The Americans, I have satisfactory assurance, are only delaying until they see a decided movement on the other side of the lines. The result would be that there would arise at Fond du Lac or Madaleine, a great and important city like Chicago,—at Sault Ste. Marie another, and at the mouth of the French river a third. If the Railway to the Pacific were continued, you would have opened up on British territory, the finest and most extensive settlement country in the world, the Red river country on the one hand, and the United States on the other; from Pembroke to the Ottawa the line would skirt a lumbering and settlement country of 21,000,000 acres on the left hand—but chiefly a settlement country on the right—in fact, as I have before said, I should wish emphatically to impress on the Government, with few trifling exceptions, the only extensive settlement tract now remaining within our partially explored limits.

I am aware that some road surveys have been progressing very slowly up here; but I feel assured that you will at once perceive the incalculable importance of hastening forward the great improvements I have briefly noticed. If Canada is to become a great country—these, with the St. Lawrence and Champlain Canal leading by the course of the Hudson to the ocean, or alone by the St. Lawrence and Gulph, and Straits of Belleisle to the northward (by either of which routes the great Ship Canal might debouch on the ocean) are things to be now undertaken—measures which I have already suggested and recommended to the Home and Colonial Governments now, as years ago. These, I venture to say, together with the vigorous prosecution of the Federal Question,—also recommended and remarked on at length in similar high quarters, will form the certain and only road to unanimity of feelings,—tending to produce something like a desirable nationality of feeling throughout British America—neutralizing the hostility of races, existing so unfortunately in the Canadas, and ultimately ensuring permanent prosperity and enduring success.

The Canals hitherto constructed in this Province have not been remunerative, from their inefficient and inadequate construction in some cases; but they have all been constructed of too small capacity. An enlargement of capacity—involving an amount of labour approaching to reconstruction—is always obtained at a ruinous outlay. Let no such error mar the bright prospects of the GEORGIAN and OTTAWA; but let it, at once, be formed of such a size, as, with the boundless expectant trade, to secure, from the first moment, a splendid surplus revenue, to relieve taxation, and aid in defraying the public expenditure within the Province.

I said it 14 years ago, and I now repeat it again, and I have no objection how widely it is propagated throughout Canada, that she never will be in a healthy state until the surplus revenues from her public works go far to supersede the necessity for taxation within the Province. And had they all been at first constructed of a sufficient capacity, and on an economical scale, there can be no doubt that an approximation to this desirable result would have been attained earlier than those who have hitherto failed in rendering the public works of the Province remunerative are willing to allow.

I cannot believe, however, that these gentlemen will permit prejudices to overcome the high impulses of patriotism with which, as true-hearted Canadians, they must feel inspired,—not to talk of interest—but will cheerfully lend their aid in the furtherance of a scheme at once so deservedly popular and so certainly remunerative.

I have the honor to be, Sir,

Your most obedient and humble serv't,

JAMES ANDERSON.

BRITISH HOTEL, Ottawa City, C. W., Jan. 21, 1856.

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*From the Monarchist, (Ottawa.)*

## THE ADVANTAGES ENGLAND WOULD DERIVE FROM THE IMPROVEMENT OF THE OTTAWA.

Canada occupies the proud position of being the chief and most important Colony Britain possesses, peopled by a brave, generous, and hardy race, whose devotion and loyalty to the mother country are as chivalrous as sincere, and whose rapid advancement in wealth and affluence promises at no very distant day, to make her an able and efficient ally; her geographical position enabling England to occupy a vantage-ground in any future contests on the American continent, which would amply compensate for disparity in numerical strength. But it is chiefly in the peaceful pursuits of commerce that Canada becomes of such paramount importance to England, opening up the richest and most extensive field in the world to her manufacturing enterprise. The hydrographical features of Canada are peculiar, possessing a single sea-port; her extent of coast is over 2,000 miles, while her position enables her to outflank, or take, as it were, in reverse, England's rival for the commerce of the world—the United States of America. A glance at

the map will show at once that Canada's geographical formation virtually penetrates and commands the vitals and most vulnerable points of the American system. The real weakness of that system, in either peace or war, is to be found on the Canadian side, though by judicious treaties, and a good deal of enterprise, coupled with stringent "*protection*" of their own advantages, they have contrived hitherto to secure to themselves not only all the profits of their own trade, but actually the greater portion of that of Canada also. That this state of things will not be allowed to continue, is very evident from the agitation now on foot for the purpose of creating successful competition, and in the result of this agitation English interests are largely mixed up. It appears to be a universally admitted fact, that the Reciprocity Treaty, as it now stands, has been a failure, so far as Canadian interests are concerned. True, our shop-keepers (merchants we have none) buy in the cheapest markets and sell in the dearest ; our farmers receive a higher price than formerly for their grain ; but the Americans in exchange for this "*prosperity*," have secured the whole of our import and export trade, and are virtually become our carriers, at any price they like, while our vessels lie idle at anchor in our harbors, and our ports are as literally closed as if they were blockaded by a foreign foe. To resort to diplomatic measures to set those matters right, would probably be attended with advantage ; but, after all, it would leave us open to a competition with which we would be unable to cope : the measure embraced by the agitation alluded to, goes the length of putting an extinguisher on all attempts at competition, and certainly will do so, if able to carry out their schemes successfully. One of the most important portions of the United States is the magnificent Valley of the Mississippi, embracing, in fact, the principal grain-producing States to which these manufacturing States on the seaboard look for their surplus supplies of cereals, to make good their own deficiency. It is not to be doubted but that those Western States are of more importance to the prosperity of the Union than the cotton-growing or tobacco-raising States of the South, and consequently in them lies the true source of American vulnerability. The greater portion of the trade in grain from those States seeks the great lakes as an outlet to the seaboard, and as the St. Lawrence is naturally the outlet from the great Lakes, it would be reasonable to suppose that this trade would find its way down that river to Canada's only sea-port—Quebec. But such is not the case. By superior enterprise, the Americans have constructed an artificial canal from the tide-waters of the Hudson to Lake Erie, thus overcoming all obstacles in the St. Lawrence ; and with the aid of their well devised coasting laws, confining the trade of the Western States to this channel. The Canadian Government have not been idle ; with praiseworthy emulation and diligence they have constructed a series of ship canals, unsurpassed for magnitude in the world, and thus overcoming the natural obstacles to the navigation of their magnificent river, offered easy access to the seaboard to the trade of this Western country ; but the Reciprocity Treaty, and the Warehousing or Bonding Bill shifted the course of the import trade from Montreal on the St. Lawrence, to New York on the Hudson ;



and with the cause before mentioned, not only retained this trade on an artificial canal, but actually absorbed the Canadian trade also, thus entirely denuding the natural outlet of its legitimate traffic. The increase in this traffic from New York must effectually injure English shipping interests, because every American vessel, carrying out a cargo of flour, could return with a cargo of manufactured goods, "to Canadian orders," so that the direct import trade with England stands a fair chance of being carried on, over the American frontier, to the great detriment of the interests of both Canada and the mother country. To remedy this evil, and give England a fair chance of pushing her trade into the heart of the Western States, it would be only necessary to complete the communication with Lake Huron, by the Ottawa river, and to establish "*Reciprocity*" with her, to a certain extent. The necessity for this would be, to induce the English manufacturer to forward his goods in bulk, for sale in Western ports, and to induce a trade in the St. Lawrence, by giving the home manufacturer the same facilities at Detroit which he possesses in New York. In other words, as the Americans allow our goods to pass through in bond, we should allow the British to pass through Canada in bond, securing the carrying trade. We are not aware that anything in the coasting laws or Reciprocity Treaty is opposed to this; it would immensely benefit Canada, because the upward bound vessel, with a cargo of imported goods, would assuredly fetch a cargo of grain on the return voyage. But in any case the opening of the Ottawa will effect all this, because it will place Chicago and Liverpool within twenty days of each other, and establish a direct and unbroken line of communication between them, shorter by over 1,000 miles than any other route, and as safe as an internal canal, for one third of the distance. It is clearly the interest of the Imperial Government to turn their attention to this matter, but etiquette will prevent them taking the initiative in it; therefore, the Provincial Government should at once lay before her Majesty's Ministers this measure, and endeavor to obtain a proportionate share of aid in the construction of the works necessary to complete this magnificent project. It is not a matter for private enterprise, because the great commercial arteries of a country should not be placed in the hands of monopolists, and as the public will reap all the benefit of such a measure, they should also be prepared to bear the burden. What a field for British and Canadian enterprise will this project open up. As a distinguished American writer says of the trade of this great western country:—"It gives an idea of immensity which the mind fails to realise." The amount of tonnage connected with this trade, passing over the St. Clair flats, in 1855, amounted to two millions tons. Now, as we have but seven months of open navigation, if we suppose that amount seeks an European market, with good propellers, we might be able to make three trips in the season, it would require nearly 700 vessels, of 1,000 tons burthen each, to transport that amount of tonnage. It is assumed that all this seeks a foreign market, because the surplus produce of the lower division will be quite enough to supply the deficiency of the Eastern States, as it amounts to



nearly one million tons ; and as they absorb only two-fifths of the whole, the above calculations are ample. When we also consider the advantage both Canada and England will derive, by turning the tide of commerce in this direction, we feel assured that the most sanguine expectations of the advocates of this great project will be more than realised, and the bond of union which secures to the mistress of the seas her American continental possessions, will be more tightly drawn by the facilities afforded by the Ottawa River. We have spoken of it in a commercial point of view. The statesman, at a glance, can perceive the part it will play in politics, in case of any future American difficulty. It is perfectly obvious that facilities of access bring with them an amount of importance which will always make the stronger party obtain such an amount of influence as to paralyse any attempt on the part of the weaker, to his prejudice, and in the present case the amount of influence which British interests would acquire in the basin of the Mississippi, would completely paralyze any attempt on the part of a silly administration in Washington, running the risk of embroiling two countries so nearly alike in their manners and institutions, and whose interests, as regards external policy, should be the same. It would place in the hands of Great Britain, the means of correcting the chief vice of Republican institutions, viz : Executive weakness, and compel that respect for international law (for the disregard of which the Americans are famous) so requisite on a continent easy of access, and on which the weaker can only subsist by the forbearance of the stronger power. As a military work, it would at once afford safe and easy access to the heart of the American States, while its utility as a second line of defence to Canada is unquestionable. But as war is the last thing we care to speak of, or to write about, we shall carry our subject no further than by merely saying, the greatest soldier the world ever saw observed, "the way to command peace is to be prepared for war," and England's supremacy on the continent of North America and Canada's security, will be found in those measures which give access to the waters of Lake Huron to the ocean ship, by the Valley of the Ottawa.

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#### THE OTTAWA AND GEORGIAN BAY CANAL.

We find in the Ottawa *Monarchist* the following correspondence.—We republish it with much pleasure. Apart from the deep importance of the subject, it contains some statements of very great interest, which we commend to the consideration of the reader :—

OTTAWA CITY, 12th Feb., 1856.

DEAR SIR,—In reply to your enquiries, respecting the length of time necessary to make a survey of the Upper Ottawa, with a view to its connexion with Lake Huron by a Ship Canal, I have to state in the first place, that it will depend altogether on the extent of country to be examined, and secondly on the amount of assistance available for that purpose. After carefully considering the subject, it appears to me that the only real problem a survey has to solve, will be the practicability of rendering the waters of Lake

Nippissing available, as a summit level; and this will reduce the area of operations to an extent of country less than 200 square miles, and not over 46 in its greatest length, viz: from the mouth of Mattawa River to Lake Nippissing. My reasons for narrowing down the question of the survey to this issue are simply, because the character of the physical difficulties to be overcome there, and the supply of water obtained, must eventually govern the size of all the connecting canals between it and the tide water, to a considerable extent; and as it is proposed to construct Ship Canals of the largest size, the wisdom of ascertaining the capabilities of the summit supply of water, and the facilities it possesses for a work of this character, before expending large sums on surveys on other portions of the river, about which no reasonable doubt can exist, is apparent. I am further confirmed in this view of the matter, by the enclosed communications, Nos. 1, 2, 3, and 4, for which my best thanks are due to the gentlemen of the Union Forwarding Company, and particularly to their agent, Captain T. Cuming. No. 4 has been furnished by W. Moffatt, Esq., of Pembroke, and from his long acquaintance with the locality he describes, no doubt can exist as to its accuracy.—Those documents distinctly show that the *open reaches* of the river are navigable for a craft drawing 10 feet of water, from St. Anne's to mouth of Mattawa River, 301 miles above Montreal. Of the evidence necessary to prove this, you have yourself heard a part, and I feel perfectly satisfied, from conclusions based on theoretical calculations, that this evidence must be correct. If you recollect at Montreal in January last; Sydney Bellingham, Esq., M.P.P., stated to us both, that there was a channel of 2 fathoms (12 feet,) through the Lake of Two Mountains to Carillon, while Mr. Williams, the Pilot of the Steamer *Phoenix*, distinctly describes the soundings between Grenville and Ottawa. It appears, therefore, that in those reaches there is ample water and very few obstructions, and none of such a character as cannot be easily overcome. This being the state of the case, it cannot be presumed that any serious unknown obstacle to the profitable improvement of the navigation exists below the mouth of the River Mattawa, and, as before observed, on the practicability of connecting lake Nippissing with it, the feasibility of the whole scheme depends. It follows that the survey should commence there, and should be as close and minute as possible. No details should be neglected, because it is of the utmost importance to the interests of the Province, that no misapprehension or mistake should occur there. It would be necessary, in connexion with this, probably to make some observations on Lake Nippissing, and to determine the difference between its high and low waters, also to get, if at all possible, a good approximate measure of its discharge by the French River; but the main operations of the survey would be principally confined to the tract pointed out, and if operated on by an efficient Engineering Staff, should be completed in ten months; this is allowing six months for the field work, and four months for the office; whereas, if the whole river from Montreal is put under survey, it could not be completed in four years. The proper mode of proceeding, therefore, would be, to ascertain the ultimate advantages to be derived in the

first place, and then fill in the detail afterwards. This river possesses unusual facilities in this respect, because the piece of Canal connecting any two reaches can be put in as a general thing, without affecting the Canals above or below them, each Canal being an independent work itself. It is almost premature to say anything about the French River, but less any misconception might arise about the matter I shall copy from the report of Thomas Haskins, Esq., Deputy Surveyor. In his report on survey of the Ottawa River in 1839, he says, P. 115 :—

“ The French River leaves Lake Nippissing at the westerly extremity of a long bay, and in which are several rocky islands ; this bay is sheltered from the storms by its rocky margin. There are two rapids in the French River on the first mile after leaving Lake Nippissing, each about one eighth of a mile in length, and having the same descent of about 10 feet ; the second of these rapids flows through a chasm only 30 feet wide ; below these rapids the river passes through a succession of lakes, lined by rocky islands, and in which there are numerous deeply indented bays, and which cause the navigation of this river exceedingly critical to those persons unaccustomed with the proper channel. I encountered some difficulty in this respect myself. Thirty miles from Lake Nippissing the river divides into three branches, and at which place it is about three feet above Lake Huron. The most easterly of those branches is narrow, shallow, and rocky in its channel. The Indian name for it is “ Asindibison,” and signifies a river filled with shoals ; its length is about 6 miles. The central branch is about the same length, and contains the principal body of water in the French River, and many average about 300 feet in width, and is *free from sunken rocks and other obstructions*, with the exception of a short rapid making a descent of 3 feet, as already remarked. *At this outlet there is a good harbor*, it being well sheltered from storms by several small islands on the East and West, and one large island on the South, and is about three miles from the main land.”

Mr. Taylor states the depth of water to be from 10 to 20 feet, with bold granite shores ; therefore, there must be no great necessity in having this river put under survey till the possibility of the summit connections were established. The necessity for ascertaining the quantity of water available at the summit is of paramount importance, because the lower reaches will warrant your looking for Canals of the largest size, say your lock chambers would be 350 feet long, 75 feet wide, and 10 feet lifts ; then each vessel would use  $[350 \times 75 \times 10 = 262,500]$  cubic feet of water ; and if you pass two vessels per hour, you would require 6,420,000 cubic feet per day—a body of water of which few persons can form an adequate conception. If this quantity cannot be found or made available, you must contract the dimensions of the locks, and consequently the capacity of the Canal. Such are the reasons which induce me to recommend the survey of the summit in the first instance, and to limit the time necessary to determine its capabilities in the second, to ten months. The inclosed, along with a copy of Mr. Williams' letter, published in the *Montreal Gazette*, determine



the capabilities of the lower reaches, as follows : St. Anns to Carrillon, 23 miles, depth of water, two fathom ; Grenville to Ottawa,  $58\frac{1}{2}$  miles, 3 to 4 fathoms ; Chats Lake, 20 miles, 3 to 5 fathoms ; Lake Cologne, 37 miles, 2 to 4 fathoms ; Deep River, 32 miles, 6 to 10 fathoms ; from Joachim Falls to Islet Rapids,  $17\frac{1}{2}$  miles, 3 fathoms ; Roche Capitaine to Deux Rivers, 11 miles, 5 fathoms ; Leveir to Mattawa Rapids, 18 miles, 2 fathoms. The lengths of obstructed navigation being Carrillon and Grenville rise 47 feet, length 11 miles ; Ottawa or Chaudiere, 63 feet rise, length 6 miles ; Chat Falls, 50 feet rise, length 3 miles ; Chenuaux rise 17 feet, length say  $\frac{1}{2}$  mile ; Calumet  $94\frac{1}{2}$  rise, length  $5\frac{1}{4}$  miles ; Culbute Chut, rise 19.7, length  $\frac{1}{2}$  mile ; Joachim rise 21.3, length 1 mile ; Roche Capitaine rise, 42.10, length 2 miles ; Leveir rise 29.11 ; length 3 miles, making a total of 247 miles of open navigation from St. Anns,  $32\frac{1}{2}$  miles of obstructions, and 385.1 of rise. I go thus particularly into those details that you may be able to judge from what data my opinions on this matter are taken, and being deeply impressed with the importance of the subject, it appears to me that no trouble should be spared to overcome any really serious difficulties which should present themselves in the way of its thorough investigation ; and amongst other facts I would beg leave to remark that the average time each year on which the navigation opens, is from 15th to 20th of April, and the time of closing is frequently prolonged till the middle of December, and never before the twentieth of November,—leaving seven months of open season ; contrasting favorably in this respect with any other Canals in this country or in the neighboring States. In conclusion it is to be hoped that the whole matter may have a fair and free investigation ; and I feel confident the capabilities of the Ottawa will exceed our most sanguine expectations.

I am, dear Sir,

Very respectfully, yours,

GEORGE H. PERRY,  
Civil Engineer.

To W. F. POWELL, Esq., M.P.P.

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(No. 1.)

OTTAWA CITY, Feb. 17, 1856.

DEAR SIR,—Herewith I beg to hand you Captain Hilliard's letter, which I trust will prove satisfactory. The correctness of his information you may rely upon. You will also receive herewith Captain Batson's letter giving you the desired information from Pembroke upwards to Des Joachim :—distance about 45 miles. The soundings and survey of this distance I made in company with Captain Batson, and can vouch for the correctness of his information. With regard to the distance and navigation from head of Duchene Rapids to foot of Chats Rapids, very little is necessary to be said, as I am positive twelve feet or more water may be obtained the whole distance—30 miles—in the channel of the River, which is neither narrow nor crooked, but the contrary. I have been on the river for the past nine



years, in charge of the Steamer *Emerald*, of draft about five feet, night and day, towing, &c., and never found any scarcity of water, except in making way landings. There is neither shoal nor rock that I am aware of in the channel proper between the before-mentioned places.

I am, Sir, very respectfully,

Your most obe'dt,

T. A. CUMING,

Master of Steamer *Emerald*.

To G. H. PERRY, Esq.

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(No. 2.)

CLARENDON, Jan. 28, 1856.

DEAR SIR,—I herewith send you all the information I possibly can of the section of the Ottawa River, from the head of the Chats Rapids to Mr. Bolton's, at the foot of the Portage du Fort Rapids, with what knowledge I have obtained by five years servitude as commander of the steamer *Oregon*. In the year 1846 I was employed by Messrs. Atterell & Doyle (then the Lessees of said steamer,) to make surveys and sound the channel through the Chats Lake and River to Portage du Fort, in the month of Aug., when the water was lower than it has been since. I left the Chats and found a crooked channel with from three to five fathoms of water, with a rocky bottom, covered with a light loamy substance, swept into it by the high waters of its tributaries. When I came to Black Heads Island, some sixteen miles from the head of the Chats, I found a rocky bar, that extends from the north shore to the Island, about twenty rods in breadth, with from two to three fathoms of water; and from this to the Chenaux Rapids, a distance of some six miles, I found a good channel, with from three to five fathoms of water; then up the Chenaux Rapids, narrow channel; with rock on both sides and plenty of water; from this for the distance of some two miles a good channel, and here the channel is very crooked, and rocky shoals reaching out from the south shore and also from the Islands on the north side of the channel, which has from two to four fathoms water; from this to Bolton's I find from two to five fathoms water, the distance some four miles. With the knowledge I have of this section of the Ottawa, I would not hesitate to say you will find two fathoms of water from the head of the Chats to Bolton's, at the foot of Portage du Fort Rapids.

But you are perfectly well aware that there may be sunken rocks that have not been found, not wanting so great a draft of water in which to navigate the present steamer.

I have the honor to be, Sir,

Your most obe'dt servant,

MINER HILLIARD,

Commander of the Steamer *Oregon*.

To Capt. T. A. CUMING.

(No. 3.)

OTTAWA CITY, Feb. 6th, 1856.

DEAR SIR,—I beg to hand you the following Report respecting the Navigation between the head of Allumette Rapids and the foot of Rapids des Jochim.

This route was first examined by me in company with Capt. Cuming in the Spring of 1854. I also spent considerable time in examining portions of it during the season of 1855. This, with two summers' experience in sailing Steamer *Pontiac* on the above route, is the basis of my information.

From Pembroke upwards to "the Narrows," distance about five miles, we found from four to eight fathoms water; at the Narrows we found a reef of rocks running from the north to the south side. This reef, at the point over which we found the deepest water, is about two hundred feet in width,—the soundings over it four feet four inches to eight feet, commencing immediately above this reef and continuing upwards to Petewawee,—distance four and-a-half miles, our soundings varied from  $1\frac{1}{2}$  to 5 fathoms, with rock bottom, and a great many large boulders. From Petewawee to Fort William,—distance three miles, we found from two to eight fathoms water, with rocky bottom, except at the mouth of the Petewawee, at which place it is light sand. From Fort William to mouth of Deep River,—distance five miles, the soundings are from six to ten fathoms, and from the mouth of Deep River to the foot of Rapids des Joachim,—distance twenty-six miles,—I can only say that I have sounded it in many places where, in my opinion, there was most probability of a shoal, but have never found bottom with ten fathoms, and I believe the River highly entitled to the name it bears.

I am, Sir,

Your obedient servant,

B. BATSON.

P.S.—The soundings are given as taken at lowest pitch of water during the summer of 1854, which was much lower that season than for many years previous.

B. B.

To G. H. Perry, Esq.

(No. 4.)

PEMBROOKE, Feb. 3rd, 1856.

DEAR SIR,—In reply to your inquiries respecting the channel of the Ottawa River above Des Joachim Falls, I beg leave to state from my knowledge, having repeatedly ascended and descended it at all stages, during the open season, in canoes and rafts, that from the head of Des Joachim to the foot of the Islet Rapids the general depth is about three fathoms (18 feet) the channel is narrow and the current swift,—say four miles an hour; from Roche Capitaine, at head of Islet Rapids, five fathoms is about the average depth, channel also narrow, and current about 3 miles per hour to foot of Deux Rivers or Leveir Rapids; from head of those to foot of Mattawan Rapids the depth is fully two fathoms, with the channel considerably wider; thence to mouth of Mattawan River there are shoals and obstructions, but not of a formidable character. The general features of those open reaches

are favorable, without obstructions, and the depths are those taken at low water, the banks on either side rising from three to five hundred feet, in some places close to the water, in others at a moderate distance from it. The river is generally free from ice about the 1st of April every year. From my own experience generally I should say that no obstruction, beyond the Rapids themselves, occur to effect in any way the navigation of those reaches.

I am, Dear Sir,

Yours truly,

WILLIAM MOFFAT.

To G. H. PERRY, Esq., }  
Civil Engineer.

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L'ORIGINAL, 13th February, 1856.

SIR,—Having read with no ordinary satisfaction your letters addressed to the Hon. Sir Allan McNab, on the subject of the Ottawa Lhip Canal, I take the liberty of addressing you on the subject. Being a native of this section of Canada, I have always taken a deep interest in its advancement, and I would fain hope that the time for its full development is at hand. It is to me highly pleasing, that gentlemen of talent from the Mother Country are taking a hearty interest in making its claims upon the Province known, as we have long suffered from want of representation, or rather mis-representation. I intended to have been in Bytown last week, but I was unexpectedly detained, and the severity of the weather has hindered me this week: still I intend to go up soon, and my principal object is to obtain some reports for publication, in the form of a small pamphlet, that may be placed before each member of both Houses of the Legislature, and if you would be pleased to allow me I would insert some of your interesting letters, with any other suggestion that you may be pleased to make. I shall be happy to hear from you on this subject.

I am, Sir,

Your most obedient servant,

CHAS. P. TREADWELL.

JAMES ANDERSON, Esq., British Hotel,  
City of Ottawa.

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BRITISH HOTEL, *City of Ottawa, C. W.*, Feb. 27, 1856.

SIR,—I had the pleasure of receiving your letter of the 13th inst., in allusion to mine, addressed to Sir Allan N. MacNab, Kt., in his character as President of the Council, in reference to the subject of the Ottawa and Georgian Bay Ship Canal; and in these letters I have stated fully my views regarding this great work, which I think will be undoubtedly entitled to the first place amongst the public improvements on the American continent.

The Nicaraguan Ship Canal Line, connecting the Atlantic and Pacific, which I explored when last on this Continent, will, of course, be its superior in magnitude of original design and importance of result, as it will form one of the highways for the commerce of the world.



The Panama Railway is placed too far to the south ; and a Ship Canal, if not impracticable, would be, at all events inadvisable, over that sandy neck. But when the route through and up the San Juan and the Nicaraguan Lakes by canalizing, and continued to the Pacific by Ship Canal, shall have been completed, it will present to the world one of the great triumphs of engineering skill ;—and what is surprising after survey, it can be completed at a comparatively insignificant cost, with undoubted certainty of accomplishment.

But the Ottawa and Georgian Bay Ship Canal will be the highway for the illimitable traffic of the Great West. It is the route by which the Great West, through Central Canada, is destined to communicate with the East and the Ocean—to interchange products, the one with the other, and with the great marts of the world. Consider for a moment what this Great West is yet to be,—the habitation of countless millions and then regard this route as *the shortest, the safest, and the cheapest* and you will be able to form some, though necessarily an inadequate and indefinite estimate of the magnitude of the undertaking you have concluded on using your influence to advocate.

*The generation which completes it will deserve well of posterity, in this country, for ever.* How insignificant and contemptible appear all the ordinary causes of political squabbling and petty sectional contention, when compared with such a mighty undertaking—pregnant with, benefit to all—like the great philanthropic—for it must be deemed more, than Provincial—work, at present under contemplation.

But as you further requested, at our last meeting, some short exposition of my views as to the future destinies of this district, I cannot resist alluding to yet another event, which must, of necessity, follow, if it should not precede the completion of this great work—I allude to the selection of the City of Ottawa, by nearly unanimous consent, as the permanent seat of government of United Canada, and prospectively of the United Provinces.

And what are the recommendations which entitle it to a preference over every city in British America—Quebec itself not even excepted ?

Bytown (now the City of Ottawa) is situated on the boundary line of the Two Provinces, and may be said to be as much in the one as in the other—the Chaudiere Bridge connecting them—the Village of Hull and the City of Ottawa. Hull, then, can be regarded only as a part of that City, destined by nature, and in the opinion of all competent judges, to be metropolitan.

This would meet the views of the House of Assembly of Upper Canada, as expressed in the 13th Resolution, respecting the Union of the Provinces :—“That the seat of Government be established within the bounds of Upper Canada.”

Next to Quebec the City of Ottawa is, without doubt, the strongest military position, and its strength could be greatly increased, at a comparatively trifling cost. It is placed at a safe distance from the frontier. The Government is already in possession of the reports of eminent Engineers, all highly favourable to its selection.



It is easily accessible, and would be central from all points. By the projected Ottawa and Georgian Bay Canal it would become the centre and regulator of the mighty reciprocal interchange between the West and the East. It is half way between Montreal and Kingston ; between Quebec and Toronto ; between Gaspe and Amherstburg, and between the ocean and the great chain of lakes—the world-renowned Inland Seas of the West.

A numerous and thriving population might be planted between the Ottawa and the Lakes, in an excellent settlement country, and on the line of Great Canal carrying away the surplus produce from their very doors, and bringing them in exchange all varieties of luxuries and necessities—with the great mineral country on one side, and the consuming country of the West ; and on the other the most extensive lumbering district, and the great marts of commerce of the East, and those beyond the ocean. Surely it is full time to make up for past neglect.

The Rideau Canal gives direct communication with Kingston and the western Delta, which would share in the general prosperity.

Montreal would derive incalculable advantage from the settlement of this great back country, which she so much wants, and from intercourse with a young but rising city,—so would Kingston and all the towns in the West, intimately connected as they are, and will be, by Railway lines.

The principal Canadian fortress will be situated at the mouth of French River—holding the gates of the Great West, and guarding our most important interests—nay, our very existence as a separate people and nation—ever watchful in preventing our neighbours from succeeding in turning our flank, and ensuring the free and safe transport of men and munitions of war at all times, enabling us, at will, to pour them in any quantity, into the very heart of the continent—if disposed to act on the offensive.

But it will, in truth, be the best guarantee for enduring peace. The interests of the West and East will become so intimately united, as to be, in commerce, identical ; and no petty cause of dissatisfaction will have the power to dispose them to become parties in any open hostilities—nothing short of a cause so onerous and momentous that neither national honor nor interest will permit them to give it the go bye. *The completion of this great work will, in fact, as I have said elsewhere, will place the keys of peace in the hands of Canada for ever.*

The Legislature of the Province should, at all times, be permitted to deliberate in peace, and in quiet—without the most distant fear of coercion from without. As an example of this wise policy and statesmanlike foresight, I may instance Washington on the retiring Potamic.

Emigration should be immediately directed to this point, as the great centre—as the *undoubted* centre of United Canada—and as evidently entitled to be considered so, on the most cursory examination, it ought

to be strengthened; and this is equally true in colonizing, as in the conduct of military affairs.

So convinced was Lord Dalhousie of the appropriateness and eligibility of the City of Ottawa, (then Bytown,) that he ordered a portion of ground to be purchased for Government purposes in anticipation: and while exploring the neighbourhood, after scrambling up what is now called Barrack Hill, exclaimed:—"I may not live so long, but whoever lives to see the Canadas united, will, from this eminence, see the seat of the United Legislature."

So said Sir Peregrine Maitland, Sir J. Kempt, Sir John Colborne, Sir Francis Bond Head, the Duke of Wellington, Lords Aylmer, Durham, Sydenham, Metcalfe, and Elgin, Sir James McDonell, the Hon. Col. Grey, Col. Bowles, and every scientific military man who has visited this commanding position. We know that Quebec was approached, under cover, by Wolfe—that she fell, and nearly shared the same fate when attacked by Montgomery. On what point, pray, could the *City of Ottawa* be approached in a similar secret and covert manner? How could *she* be surprised from any quarter?

At 50 miles from the frontier, is it probable that any force could reach the City of Ottawa and take it by surprise? Any man who is acquainted with the intervening country, and the character of the surrounding population, could easily and certainly predict that such a force could never reach this point in such an efficient state as to do any material damage.

*It is well worthy of especial remark, that the Duke of Wellington, the greatest Captain of his age, after careful enquiry, and on his opinion being deliberately asked, at once placed his finger on the chart over the site of the City of Ottawa, (then Bytown) exclaiming:—"Nature has undoubtedly intended that on this point should arise the future capital of United Canada."*

It will give me the greatest pleasure, at any time, to contribute, by my humble endeavours, in aiding, however feebly, in the accomplishment of such important Provincial improvements. My attention has, from an early age, been directed to such matters, and especially as regards Canada; and in no way is it possible for a man to derive more pure and unalloyed satisfaction and gratification, than in exerting himself, however humbly, for the public good.

I am, Sir,

Your most obedient servant,

JAMES ANDERSON.

CHARLES P. TREADWELL, Esq.,

High Sheriff of the United Counties

of Prescott and Russell,

L'Original, C. W.

BELLEVUE, CARRILLON, 26th Feby., 1856.

MY DEAR SIR,—I lose no time in acknowledging the receipt of your letter of the 25th inst., and replying thereto.

I do not think this should be a question of Railroad vs. Canal—they are separate matters, and should be treated separately.

A glance at the map will show clearly to any person that the Railroad and Canal must separate at a certain point, say at the bottom of the Georgian Bay on Lake Huron; the shipping conveyance will continue on its course through Lake Huron and Lake Michigan, until it strikes the Canal communication from that Lake, and until it joins the Mississippi—from thence the same craft, of, I believe, any burden, will readily find its way down that River to its embouchure at New Orleans; and by so doing it will pass the whole of the shores of the cotton, sugar, and tobacco producing countries of the Mississippi, and will grant, at the same time, facilities from the fruitful territory of Missouri for a direct communication to our seaports of Montreal and Quebec, without requiring to break bulk, and for the arrival of the ship's cargo at its ulterior destination. The summer in Canada is sufficiently lengthy for all mercantile requirements; therefore it must be obvious how advantageous it will be as well for the Western States of the Union as to our waters, if this plan is carried out.

A grant of a million of acres or so, through the territory over which the Canal is to flow, would be an excellent fund to form a company upon, that would require no other aid whatever from either this or the British Government; and when the war now raging in Europe will liberate thousands of stalwart arms, and millions upon millions of capital that are now employed to feed the war.

I have compressed *multum in parvo*, and have satisfied myself that I have communicated sufficient matter to feed the scheme in its present form; but I shall be glad, when the work is likely to be undertaken, to write my sentiments more comprehensively. In the meantime, believe me,

My dear Sir,

Yours faithfully,

C. J. FORBES.

C. P. Treadwell, Esq., &c.,

L'Original.

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(From the Ottawa Citizen, Sept. 20, 1855.)

#### OTTAWA CANAL.

A meeting was held at the City Hall on Wednesday evening for the purpose of adopting measures by which the attention of Government might be directed to the construction of a continuous ship navigation between Montreal and Lake Huron by the route of Lake Nipissing and the French river. The subject has been frequently agitated heretofore, but has received no serious consideration from any



Canadian Government.—principally for the reason that the greater number of the leading men of the Province are personally interested in the improvement of the St. Lawrence, and partly because not being well informed upon the actual importance of the valley of the Ottawa to Canada, they do not see clearly the necessity of expending the public funds in improving its navigation. In developing the resources of a country just emerging from the wildness of nature into that state of cultivation which fits it for the abode of civilized man, the first object of the Legislature should be to render its internal means of communication as perfect as possible, since without high-ways, either natural or artificial, traversing the territory in all directions, a portion of it must remain unapproachable, and consequently unproductive. Of what value to the Canadian public are the vast tracts of fertile and uninhabited country in the valley of the Upper Ottawa so long as they cannot be reached by people desirous of settling there. Persons, it is true, after leaving the Joachim,—the upper extremity of steamboat navigation—may ascend by canoes to Mattawan, and may there settle in the woods ; but as it would be impossible for them to be supplied, unless at an enormous cost, with the imported goods,—such as iron, sugar, tea, cloth, and the thousand-and-one other articles that agriculturists cannot grow or manufacture for themselves,—there can be little inducement for them to make the attempt. The case of that man must be desperate indeed who would voluntarily place the ban of exile upon himself and his family into a wilderness, cut off from civilization by the many impediments in the way of travel upon the Upper Ottawa. Unless the river be improved, the extensive country in the neighbourhood of Lake Nipissing can only be settled by exceedingly slow degrees. And when it is settled, how is the surplus produce to be disposed of. If a man should make a barrel of Potash on the shores of the Matawan, how is he to send it to Montreal? How would an agricultural population in that part of the Province dispose of their Butter, Cheese, Tallow, Lard, Eggs, Poultry, Vegetables, and other minor products which make so important an item in the profits of farming? And, on the other hand, how is the settlement to be supplied with those articles of merchandise without which men must be utterly comfortless. We look upon this subject of providing facilities for the settlement of the country as one of the greatest national importance. We do not think the Government justified in undertaking expensive public works merely for the sake of the revenue that might be derived from the tolls, but we do think that a work which would immediately result in spreading a broad sheet of thriving industry over thousands of square miles of now uninhabited country must be one of the very greatest importance. Such a work should receive the most anxious consideration from the Government and every member of the Legislature. They should have the river surveyed by competent Engineers, and if it be not practicable to make a large canal, one at



least within the means of the Province should be constructed. We hold, however, to the opinion that a Canal can be constructed by the Ottawa route to Lake Huron of sufficient capacity not only to settle the country, but to turn the immense trade of the West down the St. Lawrence,—a feat which cannot be accomplished by any other public work that can be devised. The Ottawa has been lately spoken of by some of the Toronto papers as a mere creek, and that its navigation, if perfected, would be similar to that of the Rideau Canal. The *Globe* of the present week states that there would be 400 miles of artificial navigation upon the route. These statements have been made by parties interested in drawing a veil over this part of the country in favour of the pet Toronto scheme. They are not correct. The Ottawa is one of the largest rivers in America. It is thus well described in the excellent Essay of Mr. Morris which we notice to-day :—“ The most prominent characteristic of the Ottawa is its great volume. Even above Bytown, where it has to receive tributaries equal to the Hudson, the Shannon, the Thames, the Tweed, the Spey, and the Clyde, it displays, when unconfined, a width of half a mile of strong boiling rapid, and when at the highest, while the north waters are passing, the volume, by calculated approximation, is fully equal to that passing the Niagara—that is, double the common volume of the Ganges. Taking a bird’s-eye view of the valley of the Ottawa, we see spread out before us a country equal to eight times the States of Vermont, or ten times that of Massachusetts, with its great artery, the Ottawa, curving through it, resembling the Rhine in length of course, and the Danube in magnitude.” There would not be 400 miles of artificial navigation, but the Canal might be made with only 25 miles by one route, and 35 by another. The river consists for the greater part of extensive reaches of dead water, from 15 to 50 miles in length, lying one behind the other, and forming so many steps ascending from Montreal to Lake Nipissing. The navigation by this route would be neither so difficult nor so liable to danger from storms as that by the Lawrence, with its locks and rapids. As to the practicability of constructing a Canal, the matter is beyond question, but before the Legislature can take any action in the matter, of course a survey under the direction of competent Engineers must be made. The St. Lawrence Canals have failed to direct the Western trade down that river, but let a channel be opened which will shorten the distance from Chicago to the ocean 500 miles, and then we may expect a different result. In the meantime, now that the agitation in favour of this project has been commenced, we trust that our members will not suffer it to die away until the views of the Legislature be unequivocally obtained upon it, and at least a survey carried out that will demonstrate whether it will be practicable or not.

*From the Ottawa Tribune, February 29th. 1856.*

### THE OTTAWA SHIP CANAL.

We find much pleasure in congratulating our readers on the marked favor with which this great project is received at the seat of government. The Ministry have determined that a thorough survey shall be made, in order to decide on what scale the navigation shall be carried through. It is well understood that the River from Deux Joachim to Montreal is fit to carry vessels of a thousand tons burden, therefore the present examination will be confined to the portion between Deux Joachim and French River, which can be made in a thorough manner within twelve months. The survey gained, we consider the rubicon passed, and before two years the people of Canada will be found united in the demand for an immediate opening of this route to the Great West. No power on earth can retard or prevent the accomplishment of the work. We speak this from a knowledge acquired by thorough and patient study of the subject in all its relations to the commonwealth. When the vast interest which this Province has at stake is thoroughly understood, the great wonder will be, why or how the facts were so long unknown, or the project so long in abeyance. We must remember, however, that the project had able advocates in past time, and foremost amongst those the name of Sherriff occur. Mr. Shirreff was ahead of his age, however, although accident alone prevented a more successful result from his indefatigable labours. The basin of Lakes Ontario and Erie was the great focus of population in Mr. Sherriff's day, and to drain the commerce of that country, the St. Lawrence offered a more direct route.—Millions of people now swarm around Lakes Huron, Michigan and Superior, through the States of Michigan, Ohio, Illinois, Iowa, Wisconsin and Minnesota, which States were thirty years ago the hunting grounds of savage tribes. To the produce of these States the Ottawa offers a direct outlet to a trans-atlantic market by a route one thousand miles shorter than any other possible route. This feature gives a national importance to this project which twenty-five years ago it could not claim. It is computed that in 1860 six million tons of agricultural produce will arrive at the shores of Lake Michigan seeking a passage by water to the east, for consumption either in the Eastern States or in Europe. These are the final points of distribution. Compare then the various water routes competing for the carriage of this vast freight; consider the splendid advantages which nature has given to this great highway of nations. Make it navigable and you remove the risks and dangers of navigating those inland seas so fraught with disaster to the merchants argosy; you bring the shores of Europe one thousand miles nearer to those of Lake Michigan than they can be brought by the Erie Canal and New York route,—you have a channel by which vessels capable of traversing the ocean may carry their freight between Europe and the heart of America without breaking bulk,—you open up to our vast pine forests the naked praries of the west as a market,—you

spread population over the great region now occupied by the Hudson Bay Company, and bring into use the immense beds of metal which fringe the Great Lakes. Untold wealth lies within the grasp of the Province if these advantages are duly appreciated. The trade of Canada has passed into the hands of foreign factors, and its frontier waters are subservient to the use of a foreign power. Here is a policy which ensures to Canadian bottoms the carrying trade of the great Northwestern States, and to Canadian Merchants the command of a Provincial Marine,—here is a policy which enables you to build light-houses in the Gulf, and to fix a beacon on every shoal from Bird Rocks to Forteau Bay,—to build up along your dreaded shore “coves where ocean comes to scape the wild winds concur—Harbor’s worthiest homes, where freedom’s fleet may anchor.” Is this a policy worthy of a statesman. Look at the State of New York expending ten millions of pounds to tap the trade of Lakes Erie and Ontario, and deriving a nett revenue of seven per cent from the outlay; when enlarged to its utmost capacity vessels of one hundred and fifty tons will ply upon it,—its revenue last year was over three millions of dollars. Certain as we are of commanding the entire export and import trade of Lakes Michigan, Superior and Huron, by means of our inland waters; we may safely count on double the present business of the Erie Canal the first year we open the Ottawa route, and by exacting a very light toll should have a nett revenue of two and a half million of dollars, equal to twelve and a half per cent on five million pounds. Supposing that the whole work should cost such a sum, no money ever was or will be laid out to equal advantage. But we opine the sum named would serve to construct the Caughnawaga Canal also—by this channel the produce shipped on Lake Michigan, could be laid down at Whitehall, saving a carriage of nearly seven hundred miles, when compared to the Lake and Erie Canal route. The revenue from this great work, as we before intimated, would enable us to improve the gulf navigation, so as to ensure to the St. Lawrence a command of the trade of Lakes Ontario and Erie. We ask Eastern Canadians and Western Canadians to sit down quietly and master the great questions we have brought up,—we ask them to investigate and weigh the facts which are within their reach, satisfied that every man who does so will arise from the task determined that so far as in him lies, the opening up of this route shall be the great provincial work of the age. We see in it the certain and only plan by which our Province may be exalted to the highest summit of prosperity, by which taxation, direct and indirect, may be averted from the Canadian people, by which our railroad system may be carried forward to the foot of the rocky mountains, a system which will one day cross the continent, bearing the commerce of Europe and Asia through our country.

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